

THE DAILY JOURNAL

TUESDAY, JANUARY 12, 1892.

WASHINGTON OFFICE—513 Fourteenth st.

Telephone Calls.

Business Office, 238 E. Editorial Rooms, 242

TERMS OF SUBSCRIPTION.

DAILY MAIL.

Daily only, one month, \$2.00

Daily only, three months, \$5.00

Daily only, one year, \$10.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

SUNDAY ONLY, ONE YEAR, \$2.00

SUNDAY ONLY, THREE MONTHS, \$5.00

the "bears" seemed to have it, and ponded down the price. During that period there was not a fact that could have changed the condition of the supply or demand. Both are known, and have been for weeks. The "bulls" were able to push up prices because they were stronger on the first day, and the "bears" because they were in greater force the second. It may or it may not have affected the market in which men sell and buy real wheat, but that is the question which the people are anxious to have settled.

THE STREET-RAILROAD STRIKE.

On general principles, the Journal is opposed to labor strikes, because they are a violent method of settling controversies, which almost always cause great loss to employers and employees, and seldom result in a satisfactory adjustment. This refers only to the wisdom and policy of strikes.

As to the right of any workman, or body of workmen, to strike for any cause whatever there can be no question. This simply means that any man has a right to quit work whenever he pleases, or for any cause that he regards as justifiable. He has also the right to employ any honorable means to have what he regards as his wrongs set right. Denial of this right would be a form of slavery. The right to strike, however, ends with the quitting of work. No striker has a right to say that his late employer shall not fill his place, if possible, or that another man shall not take up the work he has laid down. To deny this right to employers and to new employees would be another form of slavery, as odious as the other. Under no possible circumstances is violence justifiable on the part of strikers to prevent other men from taking the places they have vacated.

In the present strike of street-railroad employees it is evident that a majority of the public would be pleased to see their demand granted, yet it must be admitted that what they ask is a privilege and not a right. The street-railroad employees are hard worked and poorly paid, and subject to many severe rules. The company gets a great deal of service out of them, and could afford to treat them more generously in the matter of transportation. If the management chooses to adopt an illiberal policy with its employees it has an undoubted right to do so. If the men do not like it, as they cannot be blamed for not doing, they have a right to quit work, and if the company can get other men, who will submit to its rules, it has a right to do so.

The situation is one with which the legal authorities have nothing to do beyond preserving the peace and protecting property. There is no contract that can be enforced in the courts nor any ground for interference on either side. The inconvenience to the public is great and the interruption to business very serious, but this must be borne as patiently as possible, in the hope that a speedy solution of the matter will be reached.

THE PEPPER IMPERTINENCE.

Senator Pepper, of Kansas, has introduced a bill in the Senate the purpose of which is to have the government loan the people of Indiana \$100,000,000 of legal-tender fiat money. The preamble of that bill is a slander upon the State of Indiana, and if any number of men with any claim to any acquaintance with affairs should believe it, it would result in an injury to the industrial interests of the State, the extent of which could scarcely be estimated. That preamble sets forth that the people of Indiana are laboring under the burden of enormous interest charges, made possible by the great scarcity of money, resulting in the enforced mortgaging of lands in Indiana to such an extent as to threaten their loss.

It is scarcely necessary to say that this was never true of Indiana, and is further from the truth now than at any time during the past twenty-five years. It never was true of the farmers and home-owners of Indiana, that any considerable percentage of them have been compelled to let their property go upon foreclosure of mortgages. It is not true that any considerable portion of the farms of Indiana are under mortgage, but it is true that more mortgages have been paid off the last three months than during any similar period for years. It is not true that the holders of good real estate are paying a higher rate of interest than men in mercantile or manufacturing business, but it is true that the rate of interest paid by such borrowers is lower to-day than it was ten or fifteen years ago, and not one-half as high as it was forty or fifty years ago. Twenty years ago the men who loaned money made the rate of interest to-day the requirements of the men who desire to borrow money on good security, like an Indiana farm, are so much less than the amount of money seeking investment that one of the largest money-lending agents in this city said, a few days since, that money-lenders were hunting mortgages where, a few years ago, those who desired to mortgage property were hunting money-lenders. But of all years, the Indiana farmer of this year is well fixed. The wheat crop of Indiana of 1891 is worth more cash than that of any State in the Union. The three crops of wheat, corn and oats are worth over \$99,000,000. Now that Indiana is a manufacturing State and has for a market several of the largest cities in the country, the hay, fruit, poultry, butter, eggs, market truck and wool, to say nothing of the hogs, cattle and horses put upon the market and sold during the current year, must be worth another \$99,000,000, not in depreciated fiat paper money, but in full-value dollars.

The scheme which Senator Pepper proposes to try on Indiana, evidently with the suspicion which the man entertained when he tried a new medicine on a dog before taking it himself, proposes to put \$100,000,000 of government shin-plasters, or irredeemable paper, in the hands of Governor Chase to loan to all callers at 1 per cent. to the extent of the half estimated value of their real estate. It matters not whether the ap-

pliant desires to pay a mortgage or obtain the money for speculative purposes, so long as he has land for security. As for the other people, the mass of wage-earners who have no land—the tens of thousands who, because they are unable to purchase homes, but have been putting a few hard-earned dollars into building-loan associations and savings banks—there is no government money for them at 1 per cent. interest. On the other hand, all these people who have been hiring the money of these wage-earners who have invested in building-loan shares, can get depreciated paper for 1 per cent. per annum and take up the mortgages given to the associations, thus compelling thousands of people whose all is a few hundred dollars in such shares to accept irredeemable fiat paper, with one-half the purchasing power of the money they invested.

Indiana farmers and real-estate-owners are in no need of such a device as that the Kansas Senator puts forth for them, and when they fully understand the nature of the scheme no man with a level head will favor it. Besides, Indiana having a full delegation in Congress, the Pepper performance is an impertinence, no matter who put him up to it.

AN AMERICAN MIRACLE.

Since that brave and brainy native of Ireland, John Roach, the man who maintained for a generation that iron ships could be built in this country, and spent many thousands of dollars to prove it, died, a broken-hearted victim of the persecution of the Cleveland administration, no one can better speak of the probabilities of ship-building in this country than the head of the Cramp ship-building firm; nor need he speak of probabilities, since, during the past ten years, it has been demonstrated that the best ships in the world for war purposes can be built by American skill, from American material after American designs. Ten years ago it was a probability only, while those statesmen and editors, the immensity of whose faith in their own infidelity is only surpassed by their actual ignorance of the capabilities of the American people and the resources of the American country, vehemently declared that iron ship-building in this country was an assured impossibility.

It may be said that iron ship-building can have no interest for the people of Indiana. That is absurd. Indiana has a direct interest in foreign commerce as great as any interior State; and if such were not the case, her people, as a part of the Republic, will ever take a pride in American achievement in any direction. Therefore, what Mr. Charles H. Cramp, of the famous ship-yard on the Delaware, has just built for the United States several unsurpassed war ships, has to say must be of interest. Mr. Cramp is called upon to affirm his statement, made in an interview, that the higher class of ships can be built as economically in this country as in Europe. This he does in the January North American Review. He does not say that the British or German ocean steamship can be duplicated here at the same cost as it could be duplicated by the original builders, since no English firm could build the ship of another firm as cheaply as the firm itself, for the reason that every reputable firm has plans of its own and machinery suited to the construction of ships upon these plans. The Laird ship, for instance, is so different from an Elder ship that one yard could not turn out the ship of the other as economically as the one having the plans and the machinery adapted to them. But Mr. Cramp does say this: A ship can be built in the United States which will do the work of the best British or German-built ships at the cost of such ships, but such a ship built in the Cramp yard would be of their own model, and not a duplicate of the ships of other nations, but fully their equal. Mr. Cramp makes another equally interesting statement, which is that no American ship-builder can duplicate the "cramp" steamships of Great Britain, which do so much of our foreign carrying trade, for the reason that the mechanics who make up an American ship-yard organization are trained to a higher grade of workmanship, making profitable tramp-construction impossible in competition with England.

What Mr. Cramp has to say about the building of a new navy is the history of an achievement—almost a miracle. Nov. 7, 1881, he says, "the first naval advisory board reported a scheme of naval construction—an act of the Garfield administration, from which may be dated the prevailing consistent policy of a new navy, though actual construction was not begun until two years later. At that date there was not a steel mill that could make plates of shapes required for a war ship; no foundry that had ever made such castings; no forge capable of making the steel shafts, tubes, jackets or hoops required for the motive power of ships; for the built-up cannon. Under these conditions, "in less than ten years this country will have the third navy in the world, from a starting-point which may be described as zero."

From nothing this war-ship-building has developed all the materials for building and arming the best war ships, "equal to any in the world," in eight years, literally "from the ground up."

These are facts which must gratify the full-grown American, even if they fill the heart of the Anglomaniac with impotent rage. It is an achievement of the protective policy and a triumph for American vim, brains and independence.

THE CHICAGO JOURNAL takes 4 couple of agricultural papers which bear all the marks of prosperity severely to task for lading their columns with the burden of calamity which does not exist and printing pages which are designed to make farmers believe that of all the employments of the world theirs is the least remunerative and the most objectionable. The point is well taken. There is no cause for such complaints, and if there were those papers should undertake to teach their patrons the way out of their troubles. The truth is, as the Chicago paper says, there is no industrial interest in the country as

prosperous and on the whole so little in debt as the farming interest. The mortgage debt on lots and buildings in Chicago is double the amount of the farm-mortgage debt of the rest of the State of Illinois. Moreover, the labor and hardship of the farm under present conditions are no greater than those of other industrial employments.

THE public is good natured and willing to put itself to a great deal of trouble and inconvenience in order that workmen may adjust their grievances, but its good temper will not last indefinitely. It will presently demand, in terms which must be heeded, that the cars shall run, whoever shall be discommodated thereby. And if the parties to the controversy shall be willing to concede nothing to each other it will demand that the city authorities enforce the company's contract with the city and compel the company to operate its cars. It will have small sympathy with the timidity that leads these authorities to refrain from action for fear of offending political bosses.

MR. MILLER, after his defeat for the speakership, wrote to his Texas friend: "The blow to me is much less severe than it is to the Democratic party. The authors of my defeat must be rebuked by the Democratic party, or a large element that has been voting with the Democratic party will abandon us in the coming struggle. The defeat of one man is nothing, but the defeat of a great cause is everything." Mr. Miller seems to forget that the same "great cause" represented by Mr. Cleveland, his great apostle, was defeated by the people in 1888. He likewise seems, in his egotistical rapture, to regard Mr. Cleveland as one who is no longer "in it."

REPRESENTATIVE O'NEIL has received a petition asking him to exercise his influence in preserving the purity of American art at the world's fair. This evidently means that the petitioners want a law passed providing that all the statues exhibited shall wear Mother Hubbards or divided skirts. Oddly enough, the document came from the "West," presumably Missouri, and not from Philadelphia, where the virtuous matrons recently went upon a crusade against the nude in art. O'Neil now has a chance to distinguish himself in a way that will make his fame go down to posterity in all the comic papers.

THE Washington staff correspondent of the Philadelphia Record, which is an out-and-out Cleveland organ, tells that gentleman that unless he can make a trade with Hill, Gorman & Co. he is not in the presidential field. He says that Hill, who is forty-seven years of age, is not anxious to be President before 1896, but he does desire to control the patronage of New York, and if Mr. Cleveland will but turn that over to him he can have New York and the support of the machine. The Record advises Mr. Cleveland to negotiate with these bold, bad men, whom it has so often denounced.

THE Springfield (Mass.) Republican, a free-trade and mugwump paper, seeing that the chances for the nomination of Mr. Cleveland by the Democratic party are lessening, suggests the idea of nominating Mr. Cleveland as the reform candidate and thus making the nucleus of a new party. The suggestion is a good one. There are a few people in this country whose only mission in politics is to vote for Mr. Cleveland. As the Democratic party is not likely to gratify them, why should not Mr. Cleveland do it as a personal favor?

COTTON is lower in price than ever before, but cotton cloth doesn't keep pace with the decline in the price of the product. McKinley took care of the manufacturers, and the planters take what they can get in return for the cotton. The White House, such a ship built in the Cramp yard would be of their own model, and not a duplicate of the ships of other nations, but fully their equal. Mr. Cramp makes another equally interesting statement, which is that no American ship-builder can duplicate the "cramp" steamships of Great Britain, which do so much of our foreign carrying trade, for the reason that the mechanics who make up an American ship-yard organization are trained to a higher grade of workmanship, making profitable tramp-construction impossible in competition with England.

What Mr. Cramp has to say about the building of a new navy is the history of an achievement—almost a miracle. Nov. 7, 1881, he says, "the first naval advisory board reported a scheme of naval construction—an act of the Garfield administration, from which may be dated the prevailing consistent policy of a new navy, though actual construction was not begun until two years later. At that date there was not a steel mill that could make plates of shapes required for a war ship; no foundry that had ever made such castings; no forge capable of making the steel shafts, tubes, jackets or hoops required for the motive power of ships; for the built-up cannon. Under these conditions, "in less than ten years this country will have the third navy in the world, from a starting-point which may be described as zero."

From nothing this war-ship-building has developed all the materials for building and arming the best war ships, "equal to any in the world," in eight years, literally "from the ground up."

These are facts which must gratify the full-grown American, even if they fill the heart of the Anglomaniac with impotent rage. It is an achievement of the protective policy and a triumph for American vim, brains and independence.

THE CHICAGO JOURNAL takes 4 couple of agricultural papers which bear all the marks of prosperity severely to task for lading their columns with the burden of calamity which does not exist and printing pages which are designed to make farmers believe that of all the employments of the world theirs is the least remunerative and the most objectionable. The point is well taken. There is no cause for such complaints, and if there were those papers should undertake to teach their patrons the way out of their troubles. The truth is, as the Chicago paper says, there is no industrial interest in the country as

prosperous and on the whole so little in debt as the farming interest. The mortgage debt on lots and buildings in Chicago is double the amount of the farm-mortgage debt of the rest of the State of Illinois. Moreover, the labor and hardship of the farm under present conditions are no greater than those of other industrial employments.

THE public is good natured and willing to put itself to a great deal of trouble and inconvenience in order that workmen may adjust their grievances, but its good temper will not last indefinitely. It will presently demand, in terms which must be heeded, that the cars shall run, whoever shall be discommodated thereby. And if the parties to the controversy shall be willing to concede nothing to each other it will demand that the city authorities enforce the company's contract with the city and compel the company to operate its cars. It will have small sympathy with the timidity that leads these authorities to refrain from action for fear of offending political bosses.

MR. MILLER, after his defeat for the speakership, wrote to his Texas friend: "The blow to me is much less severe than it is to the Democratic party. The authors of my defeat must be rebuked by the Democratic party, or a large element that has been voting with the Democratic party will abandon us in the coming struggle. The defeat of one man is nothing, but the defeat of a great cause is everything." Mr. Miller seems to forget that the same "great cause" represented by Mr. Cleveland, his great apostle, was defeated by the people in 1888. He likewise seems, in his egotistical rapture, to regard Mr. Cleveland as one who is no longer "in it."

REPRESENTATIVE O'NEIL has received a petition asking him to exercise his influence in preserving the purity of American art at the world's fair. This evidently means that the petitioners want a law passed providing that all the statues exhibited shall wear Mother Hubbards or divided skirts. Oddly enough, the document came from the "West," presumably Missouri, and not from Philadelphia, where the virtuous matrons recently went upon a crusade against the nude in art. O'Neil now has a chance to distinguish himself in a way that will make his fame go down to posterity in all the comic papers.

THE Washington staff correspondent of the Philadelphia Record, which is an out-and-out Cleveland organ, tells that gentleman that unless he can make a trade with Hill, Gorman & Co. he is not in the presidential field. He says that Hill, who is forty-seven years of age, is not anxious to be President before 1896, but he does desire to control the patronage of New York, and if Mr. Cleveland will but turn that over to him he can have New York and the support of the machine. The Record advises Mr. Cleveland to negotiate with these bold, bad men, whom it has so often denounced.

COTTON is lower in price than ever before, but cotton cloth doesn't keep pace with the decline in the price of the product. McKinley took care of the manufacturers, and the planters take what they can get in return for the cotton. The White House, such a ship built in the Cramp yard would be of their own model, and not a duplicate of the ships of other nations, but fully their equal. Mr. Cramp makes another equally interesting statement, which is that no American ship-builder can duplicate the "cramp" steamships of Great Britain, which do so much of our foreign carrying trade, for the reason that the mechanics who make up an American ship-yard organization are trained to a higher grade of workmanship, making profitable tramp-construction impossible in competition with England.

What Mr. Cramp has to say about the building of a new navy is the history of an achievement—almost a miracle. Nov. 7, 1881, he says, "the first naval advisory board reported a scheme of naval construction—an act of the Garfield administration, from which may be dated the prevailing consistent policy of a new navy, though actual construction was not begun until two years later. At that date there was not a steel mill that could make plates of shapes required for a war ship; no foundry that had ever made such castings; no forge capable of making the steel shafts, tubes, jackets or hoops required for the motive power of ships; for the built-up cannon. Under these conditions, "in less than ten years this country will have the third navy in the world, from a starting-point which may be described as zero."

From nothing this war-ship-building has developed all the materials for building and arming the best war ships, "equal to any in the world," in eight years, literally "from the ground up."

at length so much as refers to the bounty-land system of recognizing the services of soldiers.

ABOUT PEOPLE AND THINGS.

A GIRL in Norway must be able to bake bread before she can have a beau.

In London there is a certain Miss Scott on the Sanitary Board. As an expert she lectures weekly to the people.

The Prince of Wales has begun to sign himself "Edward," instead of "Albert Edward," indicating that when king he will be Edward the First.

In Vienna there is a club of rich men pledged to marry poor girls. If a member marries a rich girl he is fined \$2,000, the money being presented to some worthy impecunious couple engaged to be married.

The handwriting of the late General Meigs was so illegible that General Sherman once wrote under one of his official papers: "I heartily concur in the indorsement of the Quartermaster-general, but I don't know what the General means."

An English physician says, allow the teaspoon of tea for the pot, and one for each cup, and use fresh water boiling rapidly. Five minutes for steeping is the greatest limit of time. "More," he says, "makes the tea wicked instead of good."

Just before Senator Hill left Albany for Washington an Elmira friend sent him word of the birth of a little girl in the latter gentleman's family. To this message the Senator replied by telegram: "Congratulations; but you're not in it. What we need are voters."

The London City Council has decided that the wedding gift to be presented by that body to the Duke of Clarence and his bride shall be a diamond necklace valued at 1,000 guineas for the Princess, and a magnificent silver dinner service valued at 200 guineas for the Duke.

HEUBERT HERKOMER tells, in an English publication, how he had the misfortune, when a lad, to wreck the family financially by losing the last gold piece in the house. His father was then led to become a vegetarian and give up beer and smoking. The misfortune was the cause of a new habit acquired by his son the latter now regards as a great blessing.

JOHN S. MOSBY, the confederate raider, says that the order of cavaliers in nowadays is merely an order of warfare. It looks well, and is entirely in keeping on dress-parade, but as a weapon of defence in actual combat it is long ago obsolete. According to Colonel Mosby, only seven men were killed with sabers during the Franco-Prussian war, and he says that during his own civil war, his own command gave up the use of the saber at a very early period of the rebellion.

MR. LABOUCHERE has shown that he cannot keep a secret any better than a woman can. In great confidence he was told the amount of the Queen's private fortune, and now he openly admits that it is a very much smaller sum than is generally supposed. This led to discussions concerning the fortunes of royal families, and a little investigation shows that the accounts which are given of such fortunes are greatly exaggerated. The royal families are really comparatively small when one considers them alongside the fortunes of some of our American millionaires.

THE Archbishop of Canterbury, whose power in England, even in temporal matters, is inferior only to that of royalty, is a very enthusiastic horseman. He rides to avoid the increase of corpulence, and rides well, though his attire when on horseback seems rather incongruous, for with knee-breeches he wears his shawl, hat and gloves. He may be seen galloping about London, and frequently in the